

**DRAFT REPORT**

**AVERY LANDING SITE PRE-FIELD CLASS I  
CULTURAL RESOURCES ASSESSMENT**

*Submitted to:  
Potlatch Land and Lumber, LLC*

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## **EXECUTIVE SUMMARY**

Potlatch Land and Lumber, LLC in conjunction with the Environmental Protection Agency have agreed to complete an engineering evaluation/cost analysis (EE/CA) for the Avery Landing Site (Site). The proposed project is located along State Highway 50 approximately 0.75 miles west of the town of Avery, Idaho. This EE/CA will provide information on the source, nature and extent of the Site contamination, and any human health or ecological risks, and will recommend removal action alternatives appropriate for addressing the removal action objectives.

Golder Associates Ltd. (Golder) has been asked to perform a Class I Inventory for the Avery Landing Site. A Class I Inventory is an overview of State Historic Preservation Office (SHPO) files of all previous archaeological inventories and recorded sites located in the area of potential effect (APE) of the proposed project.

In December 2009, Glenda King, Curator of Archaeology for Idaho SHPO, conducted a search of the Archaeological Survey of Idaho (ASI) inventory database to identify previous cultural resource projects and known sites within the project vicinity. Only those sites and projects that were found to be within one mile of the proposed project were reviewed.

The SHPO file search revealed that there have been 13 previous cultural resource inventories in or within one mile of the project area, and that there are 18 previously recorded sites. Only one of the 18 known sites within one mile of the proposed project is within the APE.

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## **1. INTRODUCTION**

Golder Associates Ltd. (Golder) has been asked to perform a Class I Inventory for the Avery Landing Site. A Class I Inventory is an overview of State Historic Preservation Office (SHPO) files of all previous archaeological inventories and recorded sites located in the area of potential effect (APE) of the proposed project. The results of the overview are then used to identify where a Class II sample survey or a Class III intensive inventory is recommended.

In December 2009, Glenda King, Curator of Archaeology for Idaho SHPO, conducted a search of the Archaeological Survey of Idaho (ASI) inventory database to identify previous cultural resource projects and known sites within the project vicinity. Only those sites and projects that were found to be within one mile of the proposed project were reviewed.

The SHPO file search revealed that there have been 13 previous cultural resource inventories in or within one mile of the project area, and that there are 18 previously recorded sites. Of the 18 known sites within one mile of the proposed project, only one is within the APE.

## **2. ENVIRONMENTAL SETTING**

### **2.1 Flora**

Climatic zones should correspond somewhat with natural vegetation. Mixed Coniferous forest and associated riverine systems are found in this area. The major biotic zone contained within the project is riparian. The Riparian Zone is situated along the valley floor in association with the St. Joe River. In its natural state, the Riparian Zone *overstory* consists of ponderosa pine and lodgepole pine with lesser amounts of Douglas fir and grand fir. Understory is dominated by willow, Rocky Mountain maple, kinnikinnick, and various sedges, forbes grasses, ferns and bryophytes.

### **2.2 Fauna**

The mountain range provides habitat for a number of animals. Mule deer, bobcat, coyote, white-tailed deer, elk, and black bear have been documented in the area both historically and recently. The ground cover of the forest also provides food for a number of secondary consumers such as red fox, badger, martens, marmots and ground squirrels. Birds that frequent the locale include mountain grouse, kingfishers, great horned owls, mountain chickadees, varieties of hawks and warblers to name a few.

### **2.3 Geology**

The Site is located along the St. Joe River in mountainous topography. The Site's geologic materials consist of, from the surface to depth, fill materials existing up to 14 feet thick overlying mostly sand and gravel alluvial deposits with bedrock at an unknown depth. Some colluvium deposits are expected to exist along the toe of the mountain sides in the northern most areas of the Site although their occurrence has not been documented. The current river bank for approximately 700 feet length along the Site has been excavated below the water table and replaced with fill soils and riprap rock placed along the riverside surface for armor to minimize bank erosion.

### **3. CULTURAL CONTEXT**

#### **3.1 The Prehistoric Period**

In terms of culture history, the Site is located within the Plateau Culture Area (Walker Jr., 1978). The Plateau Culture Area encompasses the Columbia River Basin. It extends from the Cascade Mountains of Washington and British Columbia in the west to the Rocky Mountains of Montana in the east. The Fraser River Valley of British Columbia marks the northern boundary, while the Columbia and Salmon Rivers of Oregon and Idaho mark the southern reaches of the Plateau.

The project area is within the traditional territory of the Coeur d'Alene Tribe. French fur traders named the Coeur d'Alene for "the heart of the awl", a reference to their keen trading skills. In their native Salish the tribe calls themselves Schee chu'umsch, which translates to English as "those who are found here" (Coeur d'Alene Tribe 2006). The aboriginal tribal economy was based upon hunting, fishing, and gathering. Bountiful local resources supported a large population and there were many permanent villages established along the Coeur d'Alene, St. Joe, Clark Fork and Spokane Rivers. Hundreds of archaeological sites are known along the banks of these rivers. Ancestral lands included numerous and permanent sites on the shores of Lake Coeur d'Alene, Lake Pend Orielle and Hayden Lake. The aboriginal territory also encompassed approximately five million acres over an area that extended into Washington and Montana (Coeur d'Alene Tribe 2006).

Places where surface water accumulated in the spring were dominated by camas, and portions of the project area may have supported camas historically. The edible camas root was a predictable and nutritious food resource that was extremely important to Plateau groups (Weddell n.d.). Wet camas meadows provided the Coeur d'Alene with large quantities of food that was ideally suited for long term storage. Camas grounds provided opportunities for annual gathering between groups and the root was an economically valuable resource that was a key trade item (Weddell n.d.). The Coeur d'Alene were part of a trade diaspora that extended to the Pacific and east onto the Great Plains.

### **3.2 The Historic Period**

Isaac Stevens, the first governor of the newly formed Washington Territory, engaged in a series of treaty councils with the Indians of the Interior Pacific Northwest (Brown and Ruby 1986). In 1854, treaties were formed with tribes west of the Cascades and in June of 1855, he held a council to form treaties with tribes from the southern portion of the Plateau. In December of that year Stevens met with members of the Spokane, Coeur d'Alene, Colville and Columbia. By the close of the council Stevens was not able to strike a treaty with the represented tribes, but he was able to get promises of neutrality in the recently begun Yakima War (Brown and Ruby 1986). Subsequent dissatisfaction with treaties being negotiated for Tribal lands led to battles with federal troops in 1858. Following their defeat under troops led by Colonel Wright, a Treaty of Friendship was negotiated. The Coeur d'Alene Reservation was established through a series of Executive Orders (1873, 1887 and 1889) that significantly reduced the land base of the people (Coeur d'Alene Tribe 2006).

Catholic missionaries first settled in the wilderness of the St. Joe River Valley in 1842, in what is now Benewah County. The missionaries worked mainly with the Coeur d'Alene Indians. A mission was also founded at the confluence of the St. Joe and St. Maries Rivers. Then, in 1888, Joe Fisher filed claim to the land and he and his brothers built the first sawmill within what is now the boundaries of the town of St. Maries (Boone 1988).

Although there were some early settlers who came after the completion of the Mullan Road in 1860, the most settlement occurred in the 1880s after the discovery of gold near St. Maries (Boone 1988). Another influx of people began about 1900 when it was then possible to acquire land as timber claims. The timber industry became the important commerce, and settlement in relation to this industry increased (USDA 1980). Since the opening of the Coeur d'Alene Indian Reservation, settlement in this section has been comparatively rapid. Much of the land within the Reservation is leased out and some of it is farmed by the Couer d'Alene. Most of the people reside in the towns and communities, and some live on farms scattered throughout the forested sections.



Shoshone County was the first organized unit of government within Idaho's boundaries. In anticipation of the Clearwater gold rush, the Washington legislature decided that local government should be provided for the newly emerging mining camps in the area. Created by a Legislative act on January 9, 1861, Shoshone County included all of Washington State south and east of the future site of Lewiston, which after May 13, 1861, grew rapidly into an important mining supply center (Idaho State Historical Society n.d.). Washington at that time included all of later Idaho plus most of Wyoming and all of Montana west of the Continental Divide. The original Shoshone County boundary left Pierce, the county seat in Spokane County, Washington (Idaho State Historical Society n.d.). With the gold rush, Lewiston, Elk City, Newsome, and Florence sprang up within a year. Thousands of miners came in, and in the Washington election of July 8, 1861, Shoshone County cast the largest vote in the territory, even though the voters (mostly around Pierce) did not live in the county. That mistake was corrected by new legislation on December 20, 1861. The legislation established Nez Perce and Idaho Counties for the newer mines and moved Shoshone County northward to include Pierce and the mines that were to have made up Shoshone County originally. When the Idaho legislature defined county boundaries for the new territory on February 4, 1864, Shoshone County was extended northward to include all of the rest of present Shoshone County. Prior to 1882, with the decline of milling around Pierce only a few voters remained and Shoshone County had a hard time maintaining a government. With the Coeur d'Alene gold rush in early 1884 thousands of miners rushed into the area. The County seat of Pierce proved to be a distant and difficult place to reach from the Coeur d'Alene mines, and on July 1, 1885, the county seat was transferred from Pierce to Murray (Idaho State Historical Society n.d.).

In 1884 lead, silver and zinc discoveries in the Coeur d'Alene region laid the foundations for Idaho's largest mining empire. Responsible for more than 80 per cent of Idaho's metal production, in 1884 these mines passed \$4,000,000 in revenue, and are noted as one of the greatest silver producing areas in the world. In belated recognition of the shift of population and importance from the gold camps around Murray to the lead-silver mines around Wallace, the county seat was removed to Wallace by a referendum on November 8, 1898. This still left the Pierce and Orofino area isolated from the Coeur d'Alene region, and finally, after

legislation to establish Clearwater County failed in the courts, the voters chose on November 8, 1904, to have their part of Shoshone County annexed to Nez Perce County. Shoshone County thus was left with its present boundaries (Idaho State Historical Society n.d.).

Kellog is now the largest city. Other smaller cities and communities are Pinehurst, Smelterville, Mullan, and Wardner. The population of these communities has fluctuated with the lumber and mining industry. Transportation facilities are supplied by railroads, highways, and water. The Chicago, Milwaukee, St. Paul, and Pacific Railroad serve the northern and eastern parts of the county and the Burlington Northern Railroad serves the northwestern part (USDA 1980). River boats navigate the St. Joe River as far as St. Joe City. Graded roads, many of which were built mainly for logging, extend along the principal streams in the forested section.

The Avery Landing Site was used by the Chicago, Milwaukee, St. Paul & Pacific Railroad as a maintenance and fueling station from 1907 to 1977. The Chicago, Milwaukee, St. Paul & Pacific Railroad Company was incorporated on March 31, 1927 as a reorganization of the original Chicago, Milwaukee & St. Paul Railroad (Reilly 2005). The newly named line officially began operating on January 13, 1928 (Encyclopedia of Chicago n.d.). The original rail line was founded in Wisconsin in 1847 under the name Milwaukee & Waukesha Rail Road Co. The name eventually changed to the Milwaukee & Mississippi and in the 1860s, it became part of the Milwaukee & St. Paul Railway Co. In 1874, one year after it completed a new line between Milwaukee and Chicago, the railroad became known as the Chicago, Milwaukee & St. Paul Railway Company. Between 1874 and 1887, the amount of track owned by this railroad, which operated mainly in Illinois, Wisconsin, Iowa, and Minnesota, but eventually reached Seattle, grew from 1,400 miles to nearly 5,700 miles. The company's general offices moved to Chicago at the turn of the twentieth century. The following decades were difficult ones for the company, which entered bankruptcy both in 1925 and again during the Great Depression. By 1965, the company still owned more than 10,000 miles of railroad, employed over 16,000 people nationwide, and had nearly \$250 million in annual revenues. The company entered bankruptcy again in 1977, reorganized, and divested itself of two-

thirds of its track. In 1985, the Soo Line purchased the company. Five years later, the Canadian Pacific acquired the Soo Line (Encyclopedia of Chicago n.d.).

The town of Avery arose in 1906 in conjunction with the construction of the Chicago, Milwaukee and St. Paul Railway line along the St. Joe River. During the years 1909 to 1980 it was a division point on the railroad's "Pacific Extension". It was also, during the years 1914 to 1974, the western terminus for electric operations on this route all the way to Harlowtown, Montana. Here, steam or diesel locomotives were changed or hooked up to electric locomotives (Avery Milwaukee Railroad Station n.d.).

The town of Avery was nearly destroyed during the Great Fire of 1910. By 1910 the population had jumped to 250, then to its peak in 1917 of 1100 people. The 1910 forest fires reduced the logging opportunities in the St. Joe Valley but by the Depression's end logging again increased in the area. Potlatch Forests Inc. established the log landing in Avery in 1944 to load logs onto rail cars. The line shut down in the mid-1980s and the railroad grade became part of the St. Joe River Road in 1991 (Avery Milwaukee Railroad Station n.d.). The Depot in Avery is listed on the National Register of Historic Places. A 56 mile segment of rail line within the Idaho Panhandle National Forest stretching between Avery and St. Regis Montana comprises the Chicago, Milwaukee, St. Paul and Pacific Railroad Company Historic District (USDI 1992).

#### 4. PRE-FIELD RESEARCH

In December 2009, the Idaho SHPO ASI databases were searched in order to identify previous cultural resource projects and known sites within the project vicinity. Only those sites and projects that were found to be within one mile of the proposed project were reviewed.

The SHPO file search revealed that there have been 13 previous cultural resource inventories in or within one mile of the project area, and that there are 18 previously recorded sites. Only one of the 18 known sites within one mile of the proposed project is within the APE (Tables 2 and 3).

**Table 2 Previous Cultural Resource Projects in the Vicinity of the Avery Landing Site**

Legal Description	Title	Author(s)	Date	Report Document #
T. 45 N., R. 5 E., Section 10	ID FH SO, St. Joe River RD. (625). Panhandle National Forest.	Sims, Cort	1984	1989/6170
T. 45 N., R. 5 E., Section 11	An Archaeological Reconnaissance of the St. Joe Wild and Scenic River Study Area, Idaho Panhandle National Forests. U of I Anthropological Research Manuscript Series, No. 32.	Rice, David, Lorelea Hudson, and Duane Marti	1977	1989/5680
T. 45 N., R. 5 E., Section 11	St. Joe River Rd. Reconstruction Project (655). Panhandle National Forest.	Basch, Thomas M.	1984	1989/635
T. 45 N., R. 5 E., Section 11	North Fork Material Source. Idaho Panhandle National Forests.	Kroschel, Mike	1992	1992/1592
T. 45 N., R.5 E., Section 14	Avery Dump Station and The Red Ives Sewage Lagoon. Idaho Panhandle National Forests.	Sims, Cort	1993	1993/789
T. 45 N., R. 5 E., Section 15	Avista Transmission Line. NWAA, Seattle, WA.	Ray, J., Morrison, A., Hudson, L., Miss, C.	2005	2006/511
T. 45 N., R. 5 E., Section 15	Avery Work Center Creek Channel. Panhandle N.F.	Sims, Cort	2005	2006/131
T. 45 N., R. 5 E., Section 15	ID FH SO, St. Joe River Rd. (625). Panhandle National Forest.	Sims, Cort	1984	1989/6170
T. 45 N., R.5 E., Section 16	Fishhook Creek Forest Resource Area Idaho Panhandle National Forests.	Kroschel, Mike	1992	1992/1601
T. 45 N., R.5 E., Section 16	Avery Watershed Fuel Reduction Project	Sims, Cort	2005	2006/146

**Table 2 Previous Cultural Resource Projects in the Vicinity of the Avery Landing Site (continued)**

Legal Description	Title	Author(s)	Date	Report Document #
	Addendum. Panhandle N.F.			
T. 45 N., R. 5 E., Section 22	East Kelly Creek Road. Panhandle National Forest.	Jones, Timothy W.	1980	1989/3272
T. 45 N., R. 5 E., Section 22	CRI of the Kelley Creek Timber Sale. Panhandle National Forests.	Hickerson, Leslie	1985	1989/2547
T. 21 N., R. 45 E., Section 17	Avery Hill Salvage. Idaho Panhandle N.F.	Gravelle, Tracy	1995	1996/249

**Table 3 Previously Recorded Sites in the Vicinity of the Avery Landing Site**

Site Number	Legal Description	Site Type	Location
10SE205	T. 45 N., R. 5 E., Section 15	USFS Ranger Station	Outside APE
10SE267	T. 45 N., R. 5 E., Section 15, 22	Water supply system	Outside APE
10SE268	T. 45 N., R. 5 E., Section 21	Logging camp	Outside APE
10SE476	T. 45 N., R. 5 E., Section 16	Roundhouse	Inside APE
10SE849	T. 45 N., R. 5 E., Section 15	Log cabins	Outside APE
10SE850	T. 45 N., R. 5 E., Section 16	Log cabin	Outside APE
10SE852	T. 45 N., R. 5 E., Section 15	Railroad	Outside APE
10SE1262	T. 45 N., R. 5 E., Section 21	Chute	Outside APE
10SE1289	T. 45 N., R. 5 E., Section 16	Log bridge abutment	Outside APE
79-1550	T. 45 N., R. 5 E., Section 15	District: Avery Work Center	Outside APE
79-1552	T. 45 N., R. 5 E., Section 15	Site: Avery	Outside APE
79-4345	T. 45 N., R. 5 E., Section 15	Historic	Outside APE
79-4346	T. 45 N., R. 5 E., Section 15	Historic	Outside APE
79-4347	T. 45 N., R. 5 E., Section 15	Historic	Outside APE
79-4953	T. 45 N., R. 5 E., Section 15	Historic	Outside APE
79-7628	T. 45 N., R. 5 E., Section 15	Building: Avery Depot	Outside APE
79-17998	T. 45 N., R. 5 E., Section 10	Earthen embankment	Outside APE
79-18037	T. 45 N., R. 5 E., Section 14	Railroad spur, log landing	Outside APE

All the 18 previously recorded sites are historic. Regionally, historic site types include Forest Service related sites, architectural sites, homestead/farmsteads, historic routes and bridges. The majority of these are transportation related infrastructure such as bridges and sites associated with the Chicago, Milwaukee, St. Paul & Pacific Railroad. Historic homesteads and associated structures also occur.

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## 5. POTENTIAL IMPACTS

The proposed EE/CA will screen potential removal actions and will evaluate only a few viable and applicable removal action alternatives for the Site. The evaluation will be based on the effectiveness, implement ability, and the cost of the applicable removal actions. Potential removal actions may include, but are not limited to the following:

- Continued operation of the river capture booms and oil recovery wells
- Institutional controls
- Natural attenuation of Site impacted media
- On site containment
- Excavation with on-Site or off-Site disposal
- Excavation with on-Site or off-Site treatment
- Capping or covering impacted soils

Cultural resources are non-renewable resources that may be located at or near the ground surface or may be deeply buried. The two classifications of cultural resources are prehistoric archaeological sites and historic archaeological sites. Prehistoric or precontact archaeological sites are those sites that contain features, artifacts, or ecofacts reflecting the use of a given land base prior to the arrival of Europeans or their technology. Features are non-portable elements of a site, and in prehistoric sites often include hearths, pits and stone cairns. Artifacts and ecofacts include such items as projectile points, stone flaking debris, cut and modified bone and ceramics. Historic archaeological sites include the features, artifacts and ecofacts relating to the last two hundred years of occupation in Idaho. These sites may be identified by the presence of buildings or structural remains, but also include any site that has evidence of historic use.

Alteration of the landscape can result in the damage or complete destruction of all or portions of archaeological sites. These alterations often involve the displacement of artifacts resulting

in the loss of valuable contextual information or may cause complete destruction of a given site. These losses are permanent and irreversible.

Work at the Avery Landing Site would have a significant impact on cultural resources if it would:

- cause a substantial adverse change to an important prehistoric archaeological resource;
- cause the loss or a substantial adverse change to an important previously undisturbed historical resource; or
- disturb any human remains.



## **6. PROPOSED MITIGATION FOR IMPACTS**

The Site was originally developed as a railroad roundhouse (10SE479), maintenance, repair and fueling depot.

Presently the site is relatively flat ground with gravel and sparse vegetation growth. The ground is composed of approximately 8 to 14 feet of fill, presumably to create a larger flat area for the railroad operations. There are no surface remains at the Site to indicate its previous use and any historical artifacts which may still lay within the fill lack provenience.

After Potlatch acquired ownership of a portion of the Site, the western portion of the site in Section 16 was utilized by Potlatch as a log landing and log storage area. Also portions of Section 16 were leased to third parties for a variety of uses such as log storage, material storage, parking, cabin sites and trailer sites. In 1985-1986 Potlatch removed rail lines in Sections 15 and 16 and a 500,000 gallon above ground diesel storage tank in Section 15. All of these previous industrial activities at the Site have caused any historic artifacts associated with site 10SE479 which may lay buried within the existing fill to now lack provenience.

In 1995 a collection trench was established approximately 20 feet north of the banks of the St. Joe River (Plate 1) and in 2000 the area between the trench and the River was excavated and filled with rip rap (D. Morell personal communication).

Since the Site is situated on private land, there are no County cultural resource compliances (Steven Wright, BLM, personal communication) Since at the present time no Federal funding or permitting is involved in the project a Class III cultural resources inventory will not be required (Susan Pengilly, SHPO, personal communication). The fact that the Site has been previously capped with 8 to 14 feet of fill, the banks of the neighbouring St. Joe River have been encased with rip rap and that the native soils which

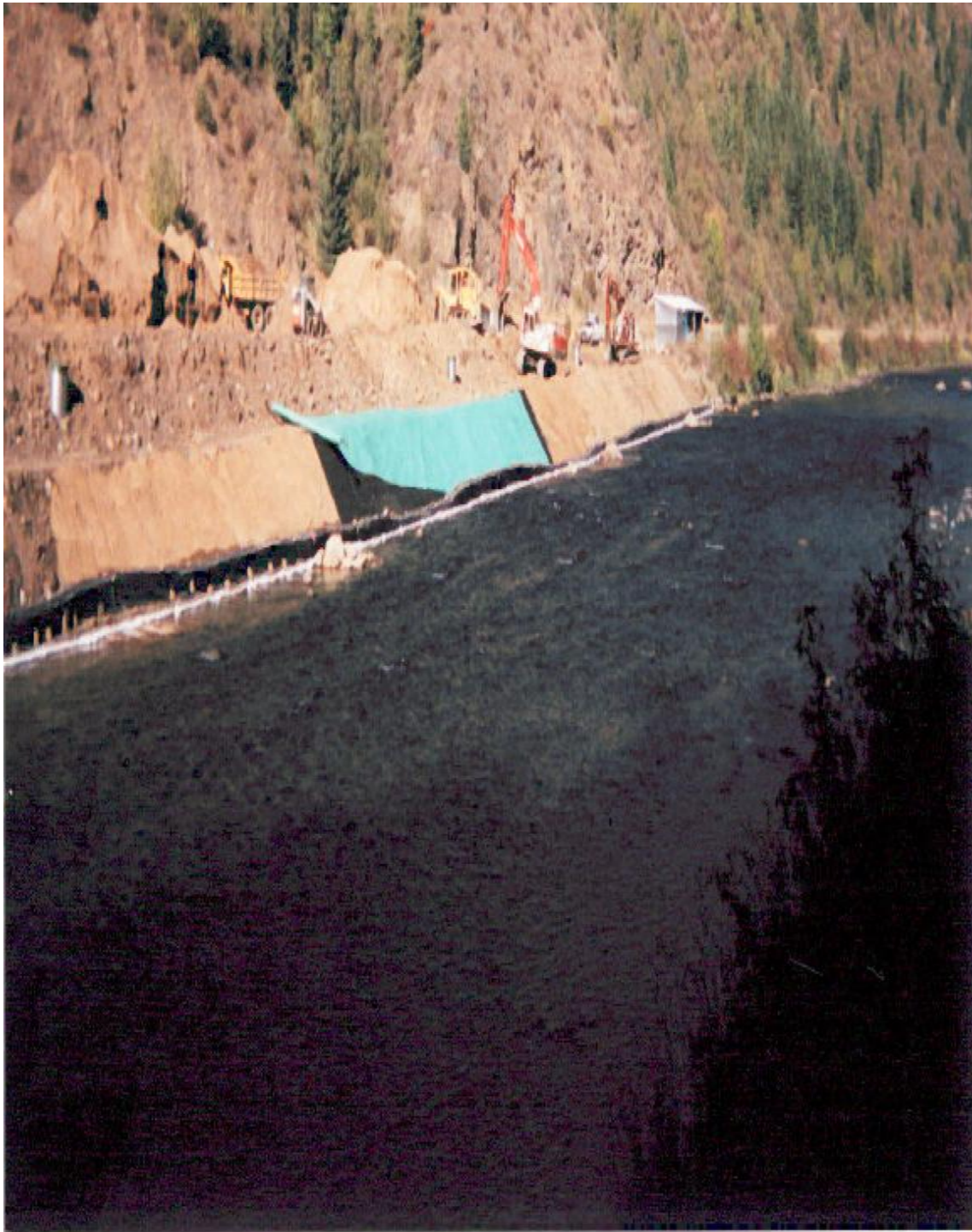


Plate 1: Rip rap installation along the north shore of the Avery Landing site.

lie beneath the fill lie beneath the water table for a significant portion of the year further eliminates the need for an archaeological survey. Should federal funding be involved with the project Potlatch has proposed that any historic artifacts which may be uncovered during the remediation of the contaminated fill be retrieved and held for further examination by a qualified historical archaeologist.

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## 7. CONCLUSIONS

The cultural context and Idaho State Historic Preservation Office records search have established that there are cultural resources nearby and within the proposed Avery Landing Site. There are 18 known sites within one mile of the proposed project, one of which is within the APE (10SE476). Site (10SE476) has purportedly been destroyed however subsurface remains and artifacts associated with the site may still exist within the fill. However, these possibly buried artifacts have been previously disturbed and as such lack precise provenience. If Federal funding were to be involved in the project in order to meet Section 106 requirements, further documentation and evaluation of the site's significance by a professional archaeologist must be made. It is recommended that a cultural resources inventory include:

- A review of General Land Office survey maps housed at pertinent BLM/USDFS and Potlatch Company Field Offices and an application for permits as required.
- Liaison with the appropriate Tribal Historic Preservation Officer(s) (THPO) and arrange for assistance of a tribal monitor during inventory as necessary.
- During the course of intensive pedestrian survey archaeological personnel identify and record all cultural resources located within the project area. Field personnel record all sites and isolated finds greater than 50 years old on ASI Site Inventory Forms.
- Determine the effect of the proposed project on eligible or previously undetermined properties, and other cultural resources, recommend measures to avoid adverse effects on the recorded cultural resources.
- Submit a report providing a description of the cultural resource inventory results and the contractor's conclusions and recommendations for protection of eligible properties and other cultural resources.

SHPO concurrence would then be required before project implementation. Furthermore, any prehistoric cultural resources inadvertently discovered during native ground disturbing activities must be immediately reported to the Federal Agency with project oversight. All

operations in the immediate area would remain suspended until written authorization to proceed is issued. Suitable mitigation measures would be determined after consultation with SHPO and the appropriate Tribes. If these newly discovered sites cannot be avoided and adjustments to disturbance areas are required, it is recommended that discussions be conducted with the archaeological survey team and government agencies to determine the potential requirements for additional study.

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## 8. CLOSURE

We trust the above meets your present requirements. If you have any questions or require additional details, please contact the undersigned.

Yours truly,

### **GOLDER ASSOCIATES LTD.**

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